

WATERWAYS OF FOREIGN LANDS

How Europe is Deepening Its Rivers and Digging Canals.

IN GERMANY AND RUSSIA

The Dutch Canal System and how it is Managed—A Tour Through South Holland—The Boat People and How They Live.

Special Correspondence of the Times-Dispatch, Copyright 1908.

ROTTERDAM, Jan. 29.—This is the age of railroads. It promises also to be the age of canals. Water transportation is still cheaper than any other, and the European nations are deepening their rivers and constructing canals to join their waterways. It is only a question of time when the United States will do the same, and when we shall have ship canals joining some of the principal parts of our country.

My first stop was Rotterdam by boat to learn something about the canals of the Dutch, and since then I have visited their waterways in the north. Holland is the canal land of the world. It has more interior waterways than any other country except the Yangtze valley. About Shanghai, Hangchow and Soochow. It is, in fact, all water, or as big as Massachusetts, but if you could stretch its navigable waterways out in one straight line they would carry you from New York to San Francisco and almost back to Chicago before you got to the end of them. There are in all about two thousand miles of other waterways, including little rivers and the mouths of the Rhine and the Elbe, and also the Zuider Zee and other inland seas. The northern ocean runs into the land.

Indeed, there is so much water here that one of the most important duties of the Government is taking care of it. The Government is a department known as The Waterstaat, and the queen has in her cabinet a minister of waterways. This department has some of the best of civil engineers. It has men who devote themselves to studying how to keep the North Sea from flooding the country, how to keep the water level of the canals, so that in some places, the fishes outside swim high above the thatched house roofs. It has men who are engaged in planning and building ship canals, such as the mighty waterways which connect Amsterdam with the ocean, and it has others who are scheming how to build a great dyke across the Zuider Zee to reclaim much land and a good-sized town, which, when reclaimed, will be worth hundreds of dollars an acre.

This undertaking is for a time in abeyance, but there is no doubt that it will eventually be carried out. The Dutch have done much of such reclamation in the past. About fifty years ago, they lifted a billion tons of water out of the region near Haarlem, and made seventy square miles of good farming land. It cost them more than a million dollars, and a half of dollars, but the land was worth it. In another place they have reclaimed 4,000 acres at a cost of about four million dollars and as soon as the work was done a foreign syndicate offered them \$2,000,000 for the property as a whole. The Government refused this offer, and eventually got several hundred thousand dollars more than it cost to make the improvement.

In the Zuider Zee scheme, this is a bigger one than any that has yet been undertaken. It is estimated that it will cost over \$75,000,000, but it will result in the reclamation of a vast tract of land. The work will take thirty-three years, and the taxes on the land recovered will then bring in \$4,000,000 a year to the Government, making the matter a good long-time investment. At present, the Government is afraid of it, and although the plan has been completed, no work has been actually done.

IN THE ISLANDS OF ZEELAND. Have you ever heard of Zeeland? It is the southwestern province of Holland, consisting of the Scheldt and the Maas, formed by the silt brought down by these rivers. The more the province has, the lower sea level, being protected against the ocean by mighty dykes. It was through this province that I came from Antwerp to Rotterdam on the little steamboat *Telegraf III*.

As I rode down the Scheldt I passed the Kruisland of our own American line moving up with a cargo from New York for Antwerp, and a little later on came in sight of the dykes. Near the Dutch boundary the river is walled with stone breakwaters, and the water is high above the rest of the country, and could be let down through a flat country on the edge of the sea. At times we could see the fields beyond the walls with the cattle feeding upon them. Long lines of trees marked the water's edge, and seemed to be holding the land back from the sea. I was reminded of Macbeth's words coming to Duns.

A BIG DUTCH CANAL.

We left the Scheldt and passing through locks came into the canal of South Beveland. This is one of the largest canals of southern Holland. It is wide and high banked, and so straight that the tugs and barges which fill it grow smaller and smaller and finally blend into the distance. The locks are old Dutchmen in caps, roundabouts and fat pantalons. At every lock Dutch girls brought out fruit and knickknacks to sell to the passengers. They were pretty girls and I liked their quaint old costumes. They wore short skirts, white cloaks and stockings. Several had on bright vests, two had horns of gold over each of their eyes, the horns twisted around in the shape of a miniature old fashioned bell. Three carried their hats on poles, showing out through their lace caps. They laughed as we dealt with them, but invariably got the best of the bargain.

HORSE-POWER, MAN-POWER AND

Most of the craft of this canal is carried along by tugs, although some barges are pulled by men and women and others by horses. So far but little electricity has been applied to these canals, although this matter is seriously considered by the Dutch. At every few miles along the way are posts for tying up the boats and now and then passed boats at anchor.

Leaving the South Beveland canal we entered the Ooster Scheldt, a sort of branch of the sea, and then went on between the islands of Dordrecht and Rotterdam into the Maas canal. The waters of the Ooster Scheldt are wide and spotted with islands. We passed many sailing craft and now and then went by a tug boat. The great glass windows of the canal were like black glass on the

land flats, and farther back hundreds of Holstein cattle lying out in the sun. We entered the Hollandische Diep and then the canals and mouths of the Maas, now going by villages on the banks, and now sailing the second stories of other villages, which were apparently looking over the dykes and watching us go by.

AMONG THE BOAT PEOPLE.

The Dutch canals are almost as thickly populated as the waterways of China. Every barge we passed had its family upon it, an evidence of the thousands of Dutch families which live and die upon boats. Babies are born on the canals, and many have no other homes. We frequently saw children sitting up and down the roofs of the barges within six inches of drowning, and now and then a little one with a rope to the mast. On many of the boats the women were cooking, or some they were hanging out the washing, and on one a little Dutch girl held up her doll and laughed as we went by.

Every village along the canal had its own boats tied to the banks, and the larger towns were cut up by canals so that boats from the main canals could be taken into them by means of locks. We stopped for a time at Dordrecht, which in the middle ages was one of the richest of all the Dutch cities. It had palaces at that time, and its buildings now are medieval and quaint to an extreme. Just below the city there is a lumber yard at which barges of American lumber were unloading. I noted the name of the firm. It was Dordrecht, an evidence that the lumber men of Holland can compete in profanity with our men at home.

In many places along these canals there were dredges at work, and here and there we saw the objects of the Waterstaat superintending the building of new embankments. The canals are almost everywhere walled with stones, the size of your two fists, and as I looked at them the enormous work that must have taken to make 2,000 miles of such canals came to me. There are no stones in Holland. Every pebble has to be brought in from other countries, and every one of those stones was laid by hand. Each one took a part of a man's life to put it in its place, so that in reality the lives of generations have been swallowed up by these canal banks.

You have all heard of the windmills of Holland? They are to be seen everywhere. Along some of the canals there are hundreds of them. They spit the farms and you see them on the edge of the towns where they grind flour, saw



CANAL IN AMSTERDAM WITH LOAD OF AMERICAN FLOUR.

lumber and do all sorts of things. They look a great charm to the landscape. They look so alive that I don't wonder that Don Quixote took one for a giant and tried to fight him. These mills are all old, and it must have cost many millions of dollars to build them. Their day, however, is past, and but few new ones are being built. The gas engine and the steam engine have taken their place, and we may yet have a Holland without windmills.

Holland has made its ship canals pay well. Amsterdam has the North Sea Canal, which is about fifteen miles long, running across the country from Amsterdam to the ocean. It is thirty feet deep and has two enormous locks which protect it from the North Sea at high tide. I took a ride along it a week ago and inspected the breakwaters at its entrance. The work is well done, but the locks do not compare with those of the Suez. The canal is about 100 miles long, and the canal cost about \$10,000,000, of which one fourth was paid by the sale of the reclaimed land, which brought an average price of almost \$500 an acre.

This town of Rotterdam is a city of canals and canalized rivers. The Maas has been dredged that it now permits the largest of ocean ships to come into Rotterdam, and the connections with the Rhine and other parts of Europe are such that this city has become one of the chief ports on the continent.

Principal gateways for northern Europe, surpassing Antwerp in its importations of American products. Antwerp, as far as the figures go, has the greater tonnage, but much of its tonnage is made up of ships which merely touch there, while that of Rotterdam is composed of ships which take on and discharge cargo. Rotterdam has about half as much shipping as Hamburg and about one-third that of Liverpool or London. The shipping is steadily increasing, and it now comprises lines to all parts of the world. In 1906 there were about 600 ships from the United States. This is not one-tenth of the whole number that came here, but they carried almost one-third of the cargo that year. The chief of these ships are those of the Holland-American line, which go from Rotterdam direct to New York, and have been doing so since 1900. These ships are first-class passenger steamers, some of them being 12,000 tons and over.

Rotterdam is our gate to the Rhine and to the inland country tributary to it. Our goods are here transported into the huge barges, from 200 to 300 feet long, in which they are carried up the Rhine. The river freights are exceedingly low and the trade is enormous. About one-half of all the goods that come into Holland go through Rotterdam to the Rhine. Different parts of Germany, Switzerland and France, the number of river ships and boats which carry them being something like 10,000 annually. There are canals connecting the Rhine with the

Elbe and the Elbe. The barges go as far north as Bussel, and some of them are taken up the Main to the Danube, so that Rotterdam is actually the center point of a network of waterways which embraces almost all central Europe.

HOW ROTTERDAM BOOMS. The increase in the Rhine trade has given Rotterdam great prosperity. It had about 200,000 people in 1850. It now has almost 500,000. It is growing like a green bay tree. It is steadily increasing its shipping facilities. It has built a new harbor, which is over a mile long and 1,000 feet wide, and has another in course of construction which will be 2,000 feet long and 1,000 feet wide and twenty-five feet deep. The present improvements are completed Rotterdam has over twenty miles of quays and more than thirty-two acres of sheds and all belongs to its ocean shipping. This port is the busiest in the world. It has put up eighty steel cranes which will lift from 1,000 to 5,000 pounds each. The port is now a great business, and it moves 200 tons of coal per hour at a cost of four cents per ton. In every respect the shipping facilities of Rotterdam are the best in the world.

BIG CANAL SCHEMES. I am surprised at the work the Europeans are doing in making canals. They have been pretty well over the continent within the past few years. Nearly every country is improving its waterways. Russia is planning a canal from St. Petersburg and the Baltic to the Black Sea, which will be thirty feet deep and able to accommodate the largest of the ocean steamers. The canal system will probably be extended eventually to the Northern ocean, so that the whole country will be accessible by water. The chief rivers of Russia are already connected by canals, and it is possible to go from St. Petersburg to the Caspian sea by boat.

Germany has for years been spending an enormous amount on deepening its rivers and building canals, and it has one of the best canal systems of Europe. Goods can be taken from Hamburg to Berlin and almost to the sources of the Elbe and the Oder, and the canal which has been built to join the coal and iron regions about Dortmund to the North sea will eventually be extended to embrace the Rhine, the Weser and the Elbe.

The Germans want to standardize their canal system, if possible, so that barges carrying a thousand tons can be taken from one part of the country to any other part without the necessity of changing the cargo. They use wide barges, so that the canal is easier to make a wide canal than a deep one.

Germany present the canals of eastern Germany seem to be favored over those of the west. The port of Stettin complaining that the Prussian Government will not give it the canal facilities which it needs to compete with Hamburg. It is much nearer and naturally more accessible to Berlin than any of the ports of the west, but so far the western ports are getting the trade.

As it is now Hamburg handles about one-half of all the commerce of Germany, and the canal which is being built there up the Elbe as far as Prague in Bohemia.

You can go by boat from Rotterdam to the Rhine and by canal to Paris. You can also go to Vienna by way of the Danube, the Main and the canal into the Danube, and thence on to the Black sea, or you can connect by canals with other rivers which will take you to almost any part of northern Europe. Among the canals projected are some connecting the



CANAL IN AMSTERDAM WITH LOAD OF AMERICAN FLOUR.

Elbe with the Danube and also the Oder and the Vistula. The river, so that in the future it will be possible to send our goods to almost any part of Europe by water.

Not a Remote Possibility.

Wouldn't it make the Republican party tired if Grover Cleveland should be elected President for the third time?—Memphis Commercial-Appeal.

A Lurking Suspicion.

There are those of us who are very much suspicious that Hon. Hoke Smith is at least the first assistant engineer of the Parker movement in these parts.

His Americanism.

Aguinaldo shows his advance in our requirements of civilization by asking for an appropriation. The old flag and an appropriation is distinctly American.—Montgomery Advertiser.

Neck and All.

Another eminent colored statesman from Texas, known as "Goose Neck" Bill McDonald, is on his way to Washington to advise with the President on southern affairs, notes an exchange. Some Texas Congressmen ought to lend Bill a second-hand dress suit and let him wear it into White House society. His color is all right.—Atlanta Journal.

L. J. HAYDEN

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THE RESURRECTION OF TORM. A LEGEND OF CHOTANK.

By C. CONWAY BAKER.

The Potomac, making a sweeping bend northward, and then an equally determined curve southward, some fifty miles below Washington, forms a long, pointed neck of land on the Virginia side. The soil of this portion of the State is rich and fertile, and, in Antebellum days, was divided into large and prosperous plantations, constituting, as is usual in the Old Dominion, a distinct community, with its own peculiarities and its own particular name.

Chotank, as this section was, and, for aught I know, is called, had its proper share of individual distinctions. It was celebrated for its fine corn crops, and its rich wheat fields, but more especially for its unrivaled min-beds. Strangers who visited the hospitable home of its denizens, crushed the fragrant plant beneath their feet, as they fastened their horses to the old-fashioned racks. In those days a person who was minus a mint-leaf, or short of the natural and time-honored accessories of that herb, would have been pretty certain of social ostracism at the hands of Chotankers.

Although so near the Capital City, Chotank was a distinctively rural community, and, although distinctively rural in dress, manners, and speech, it was aggressively aristocratic. There were few among them who did not claim descent from the blue-blooded Cavaliers, who were Knights of the Horsehoe, and he who could not trace his own pedigree, and that of his horse back to some mythical period, "whereof the memory of man runneth not to the contrary," was regarded as a proper object of suspicion.

Among the Chotankers who claimed the highest bred man, women and horses, were the Dades. As Thomas Dade, commonly called "Torm," who was the wealthiest head of the clan, said at a family reunion, speaking with a sparkling julep in hand, "Here's to the Dades, boys! Adam was, we are." Which sentiment was universally drunk with great gusto.

"Torm" was a typical planter of the old days. Round-faced, jovial-featured, and portly, with a high forehead and an air of being carried things with his high hand. Only two people had ever been found on his plantation with sufficient hardness to contradict him. One of these was his only sister, Ellen, and the other, his butler-servant, Dave. Ellen's audacity was due partly to the persistent system of spoiling to which Torm had subjected her during childhood, and

partly to the fact that she was his own sister, in point of temperament. Dave's was due to the fact that Torm honestly believed her to be the only nigger in Virginia who could compare with him socially, and Dave's own knowledge of this conviction. In the matter of juleps, Dave was as autocratic as Torm himself, leaving his master only the privilege of picking the drink, and the riders and hosts. He kept open house, and the finest food and the best brandy and the finest fox-hounds in Tidewater Virginia.

"By G— sir!" he was in the habit of saying, "That spotted bitch, Musie, will run a fox to hell, but what she'll have him." Upon which Dave, who was a leading expert, would observe, "Yes! houn' to dat now! When dat ole fox houn' Satten done run you dar, you gwine mix yo' juleps!"

But at the time I write of, all Chotank was a-quiver with excitement, and the Dade contingent was at fever heat. Ellen had encouraged the attentions of Buck Peyton, a rising young lawyer at the county seat, and Torm had forbidden him the house. Peyton's pedigree was beyond reproach, even in Chotank, and his prospects were as bright as those of any man in the Northern Neck, but he had had the misfortune to represent an hereditary enemy, and a stormy scene ensued. After having been threatened with an apple-bolt, Torm asserted his prerogative as nearest of kin and guardian, and forbade the proposed union in terms which his religion forbade him to chronicle. Ellen, with her queenly lithe head thrown back, and her brown eyes flashing—"for all de world lek dat Vixen o' hem," as Dave said, declared her intention of marrying the man of her choice, in the face of all the opposition in the world.

Peyton and Ellen, however, had met frequently at the houses of mutual friends, and their acquaintance, fanned perhaps by Torm's pedigree, had soon ripened into a warm feeling.

When Ellen, seated on Torm's knee one evening, announced to him with her usual audacious nonchalance, that she had been proposed to by Buck Peyton, and had accepted him, a stormy scene ensued. After having been threatened with an apple-bolt, Torm asserted his prerogative as nearest of kin and guardian, and forbade the proposed union in terms which his religion forbade him to chronicle. Ellen, with her queenly lithe head thrown back, and her brown eyes flashing—"for all de world lek dat Vixen o' hem," as Dave said, declared her intention of marrying the man of her choice, in the face of all the opposition in the world.

"I'll shoot the puppy!" roared Torm. "If you do, I'll shoot you!" replied his spirited sister, in a tone which implied she meant what she said.

Torm, however, stepped into the big hall, slamming the door violently—ordered an extra strong julep, and cursed Dave with palmetto and ornate verbosity, as he prepared it.

"For Gawd, Mars Torm!" expostulated Dave. "You know dat ain't no way to 'spress yo'self to de Lawd's 'nintend!" "The Lord's anointed!" shouted Torm. "You black-skinned son of de

devil! And here, if I ever catch you carrying a note or a message between Nell and that scoundrel Peyton, I'll cowhide you from here to Matthias' Point!"

"S'pose Miss Ellen give me one to cary?" said Dave. "I gwine do it!" A vigorous kick sent him flying out of the back door, with such momentum that he landed in a sitting posture by one of the cellar windows. "Name o' Gawd!" exclaimed his wife Mandy, rushing from the arch of the doorway and said, "Is you done kilt yo'self?" "No," he rejoined, but "Tao done bin kicked speechless. I 'clar 'fore Gawd, Mars Torm's wuz'n a herry-cane. 'Twixt him an' me, I done come up sho' most tribulation, an' done wash my robes in de blood o' de sheep. Mars Torm boun' for torment, su'ny."

And, with this pleasing reflection, he crept back in the hall, and sobbed heavily at a tremendous pull at the brandy bottle.

The next morning, Buck Peyton, as in duty bound, rode over to Panorama, Torm's place, to formally ask his consent. Knowing Torm's temper, Buck did not anticipate any pleasant reception; but he was not the man to shrink at a duty, however unpleasant, and there was a very determined set to his shoulders as he hoped his big bay up to the outer gate. "Don't go in dar, Mars Buck, don't go in dar!" Dave, as he lay at pay at Pan-ni-rama-to-day, answered Dave.

"Open the gate, you black rascal," said the young lawyer impatiently. "Do you suppose I'm afraid of the devil?" "Don't go in dar, Mars Buck, don't go in dar!" Dave, as he lay at pay at Pan-ni-rama-to-day, answered Dave.

he was. No man enjoyed a quiet, social game of draw more than he did, and no one ever played a finer hand. I feel sure that if he were living, he would be in for a game to-night, and, as I said, it's a rather a dull business this, and—really don't think he would take it. The least amusing, if he could know it, it was to pass the time with a little game of dollar limit."

"Very True," returned Grimes, "but where is the devil to come from? We can't ask for it very well. I've looked at a little sheepish. 'Well, you see,' he said, rather hesitatingly, 'I or—knew—that is, I happen to have a stray—dread with me.'"

"By the holy pokers, gentlemen!" he exclaimed. "We've ordered this thing! To be sure, I don't know what I step into the next room to see how poor Torm is getting on."

But, in a moment, he came back, his usually ruddy face as white as the wall. "Gawd!" he stammered, "He's gone!" "Gone!" echoed the others, springing to their feet.

"What do you mean?" "Torm!" Torm! he gasped. "The corpse! It's gone!" With one accord, they rushed into the adjoining room. Sure enough, the corpse had disappeared!

They stood there in silence for a moment, gazing from one to the other with white, guilty faces. At last, Dick Hunter spoke.

"Well, I'll be d—!" he said. "At this moment, Dave appeared in the open doorway."

When he saw their white faces, and the empty bed, his own skin became ashy, and his lips turned smoky. "Gawd!" he exclaimed. "What Mars Torm?" he gasped. "Dave," said George Grimes, and his voice quavered. "Dave, he's gone! What does that mean, gentlemen?" he continued, looking at the others with a white face. "Only gazed at him blankly in reply."

"Somebody done stole Mars Torm, body an' soul," cried Dave in a terrified whisper. "Twixt Satten, fur sho'! I done told de Lawd!"

"Shut up, you black scoundrel!" said Dave. "Suppose he wasn't dead after all?" suggested Grimes eagerly.

Dave's dusky face brightened. "Dar now!" he cried. "Fore Gawd!" I believe you don't strike it. Mars George! Then, glancing at the clock, he exclaimed, "If Mars Torm ain't dead, I know whar he is."

"Foller me. And he dashed out of the door, followed by the other men, one of whom unconsciously upset a candle as he went."

Dave led them rapidly across the lawn, in the direction of an old brick laundry. Behind this was the Panorama, min-beds and the rest of the place. He stood the redoubtable Torm, a little paler than usual, but with a jovial smile on his face, and enough mint in his hands to make juleps for a week. Whereupon, "Mars Hunter said again, 'Well, I'll be d—!'"

"You see friends," said Torm, "That fit of mine didn't prove so fatal as that infernal sawbones, Mitchell thought. I just went off into some kind of trance—at my rate, I didn't know anything until about half an hour ago."

"I found myself sewed up in this damned night-gown," "flirting the tail of his shroud contemptuously. "With that, he was burning at my head and feet. At last, I didn't know what I was doing, but I gradually came to me that I had been laid out for burial. Begad! It sent goose pimples up my spine at first, and I was about to roar out for Dave, when I just assessed the fearful Mandy that he had attained spiritual perfection, when Torm after an unusually stormy scene with Ellen, was seized with a fit, during which he died."

The doctor, being hastily summoned, pronounced him dead, and declared that nothing else could have been expected from Torm's convivial habits and choleric temperament.

Torm's mammy came up from the far quarters, bewailing the death of "her boy," and she and Mandy shrouded him in their dim light. He was laid out, and his body was carried to the narrow brick passage, leading to a square of the main house, where a servant heaved two upper and two lower rooms. These wings were known as the "East" and "West" rooms. In the further of the "West rooms," poor Torm was laid out, and his body was carried to the narrow brick passage, leading to a square of the main house, where a servant heaved two upper and two lower rooms. These wings were known as the "East" and "West" rooms. In the further of the "West rooms," poor Torm was laid out, and his body was carried to the narrow brick passage, leading to a square of the main house, where a servant heaved two upper and two lower rooms. These wings were known as the "East" and "West" rooms. 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